

Table 2-H-18e
Bakersfield to Los Angeles – High-Speed Train Station Evaluation Matrix
Sylmar to Los Angeles Segment – Sylmar and Burbank Station Options

Station = Station Carried Forward

Station = Station Eliminated

Primary or Secondary Reason for Elimination

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Maximize Ridership/Revenue Potential.</i>				
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment	<u>1990 10-mile radius:</u> 1,099,885 persons: 568,596 employed <u>1990 20-mile radius:</u> 3,291,879 persons: 1,694,248 employed	<u>1990 10-mile radius:</u> 1,099,885 persons: 568,596 employed <u>1990 20-mile radius:</u> 3,291,879 persons: 1,694,248 employed	<u>1990 10-mile radius:</u> 2,083,202 persons: 1,032,012 employed	<u>1990 10-mile radius:</u> 2,083,202 persons: 1,032,012 employed
	5	5	5	5
<i>Maximize Connectivity and Accessibility.</i>				
Intermodal Connections	<ul style="list-style-type: none"> Airport (Burbank) – 8.9 mi. (14.2 km) Freeways – I-5: 0.6 mi. (1.0 km); I-210: 1.2 mi. (1.9 km); SR-14: 2.6 mi. (4.2 km); I-405: 2.1 mi. (3.4 km); SR-118: 3.3 mi. (5.3 km); SR-170: 6.9 mi. (11.0 km). MTA Bus on San Fernando Rd. Metrolink - on adjacent tracks 	<ul style="list-style-type: none"> Airport (Burbank) – 7.4 mi. (11.8 km) Freeways – I-5: 1.1 mi. (1.8 km); I-210: 2.2 mi. (3.5 km); SR-14: 4.2 mi. (6.7 km); I-405: 2.1 mi. (3.4 km); SR-118: 1.7 mi. (2.7 km); SR-170: 5.2 mi. (8.3 km) MTA Bus on San Fernando Rd. Metrolink – existing station site 	<ul style="list-style-type: none"> Airport (Burbank) – 1.6 mi. (2.6 km) Freeways– I-5: 0.5 mi. (0.8 km); SR-170: 2.8 mi. (4.5 km); SR-134: 4.4 mi. (7.0 km) Amtrak – 1.8 mi. (2.9 km) MTA Bus on San Fernando Rd Metrolink – on adjacent tracks 	<ul style="list-style-type: none"> Airport (Burbank) – 2.4 mi. (3.8 km) Freeways– I-5: adjacent; SR-170: 4.7 mi. (7.5 km); SR-134: 2 mi. (3.2 km) Amtrak – 2.5 mi. (4 km) MTA Bus terminal Metrolink – existing station site
	3	5	4	4

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Minimize Operating and Capital Costs.</i>				
Length	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> No implications.
	3	3	3	3
Operational Issues	<ul style="list-style-type: none"> 2%+ grade through station <i>Noted subsequent to screening.</i> 	<ul style="list-style-type: none"> Not suitable for Alignment Option 2. 	<ul style="list-style-type: none"> Not suitable for Alignment Option 2. 	<ul style="list-style-type: none"> No implications.
	1	4	4	5
Construction Issues	<ul style="list-style-type: none"> Earthwork. Highway access. 	<ul style="list-style-type: none"> At grade. Highway and rail access. 	<ul style="list-style-type: none"> Below-grade platform. Highway and rail access. Urbanized area. 	<ul style="list-style-type: none"> Aerial platform in constrained area. Tightly constrained by I-5 and existing rail facilities. Highway and rail access.
	4	5	3	2
Capital Cost	<ul style="list-style-type: none"> Significant earthwork and/or retaining walls. 	<ul style="list-style-type: none"> Modification of Metrolink facility and parking area 	<ul style="list-style-type: none"> At-grade facilities in constrained area. 	<ul style="list-style-type: none"> Modification of Metrolink facility. Significant aerial facilities and connections.
	3	4	2	1
Right-of-Way Issues/Cost	<ul style="list-style-type: none"> Less developed area. 	<ul style="list-style-type: none"> Railroad relocation required. Potential to share/expand Metrolink parking. 	<ul style="list-style-type: none"> Constrained area between airport, San Fernando Road, rail corridor. Nearby residential development Implications of Burbank airport flight path restrictions Railroad relocation 	<ul style="list-style-type: none"> Highly constrained area between rail corridor and I-5. Railroad relocation
	3	4	3	1

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Maximize Compatibility with Existing and Planned Development.</i>				
Land Use Compatibility and Conflicts	<ul style="list-style-type: none"> Roxford Road and San Fernando Road are both Major Highway Class II and planned to be at least 4 lanes wide. These roads may have to be expanded to accommodate the proposed station location. The proposed station site is within an area designated for Limited Manufacturing Industrial, Light Manufacturing Industrial, and Commercial Manufacturing Industrial land use. The station location is close to Low Density Residential and Neighborhood Commercial land uses. There is no proposed or existing intermodal connection area near the proposed station location. 	<ul style="list-style-type: none"> The proposed station location is adjacent to San Fernando Road at the corner of 1st Street and Hubbard. These roads may have to be expanded to accommodate traffic to the station site. The surrounding land uses are Light Manufacturing Industrial, Community Commercial and Multi-family Residential. There is an elementary school approximately 0.25 miles from the station location. The station is within an area described to be a Transit Oriented District. There is a high potential for multimodal connections. 	<ul style="list-style-type: none"> The proposed station location is located along San Fernando Road south of Strathern Street. San Fernando road is a Major Highway Class II planned to be at least 4 lanes wide. San Fernando Road and some roads surrounding the site may have to be widened to accommodate the proposed station location. The proposed station is located within an area designated for Limited Industrial and Light Industrial land use. Low Density Residential land use is nearby. Intermodal connections would be possible through existing and proposed Burbank Airport Facilities. 	<ul style="list-style-type: none"> The proposed station location is off of Magnolia Blvd. and N. Front St. Magnolia Blvd is designated an Approach way planned to be 4 to 6 lanes wide. Both Magnolia and Front may have to be expanded to accommodate the station location. The station would be located within an area designated for General Manufacturing land use. The existing Metrolink station and bus facilities provide intermodal connections.
	3	4	4	4
Visual Quality Impacts	<ul style="list-style-type: none"> Commercial area. No sensitive first tier viewers. 	<ul style="list-style-type: none"> Existing Metrolink station. Commercial area. No sensitive first tier viewers. 	<ul style="list-style-type: none"> Industrial/commercial area. No sensitive first tier viewers. 	<ul style="list-style-type: none"> Existing Metrolink station Industrial area. No sensitive first tier viewers.
	5	5	5	5

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Minimize Impacts on Natural Resources.</i>				
Water Resources	Potential minor impacts on relatively minor drainages, avoidance likely feasible.	No impacts.	No Impacts.	No impacts.
	4	5	5	5
Floodplain Impacts	No impacts.	No impacts.	No impacts.	Not in floodplain. Adjacent to flood control channel.
	5	5	5	4
Threatened & Endangered Species Impacts	No impacts.	No impacts.	No impacts.	No impacts.
	5	5	5	5
<i>Minimize Impacts on Social and Economic Resources.</i>				
Environmental Justice Impacts (Demographics)	1990 Minority population: 1367 1990 In-poverty households:157	1990 Minority population: 4138 1990 In-poverty households: 501	1990 Minority population: 3172 1990 In-poverty households: 441	1990 Minority population: 1845 1990 In-poverty households: 408
	3	1	2	3
Farmland Impacts	No impacts.	No impacts.	No impacts.	No impacts
	5	5	5	5

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Minimize Impacts on Cultural Resources.</i>				
Cultural Resources Impacts	<ul style="list-style-type: none"> No resources recorded on the GIS. Unknown, probably low potential for undiscovered sites, due to location in urban area. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Unknown, probably low potential for undiscovered sites, due to location in urban area. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Unknown, probably low potential for undiscovered sites, due to location in urban area. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Unknown, probably low potential for undiscovered sites, due to location in urban area.
	5	5	5	5
Parks & Recreation/Wildlife Refuge Impacts	No park resources located in the area.	No park resources located in the area.	No park resources located in the area.	No park resources located in the area.
	5	5	5	5
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>				
Soils/Slope Constraints	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium subsidence potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium subsidence potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium subsidence potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium subsidence potential. Probably stable formations consisting of hard rock or granular continental deposits.
	4	4	4	4
Seismic Constraints	<ul style="list-style-type: none"> High probable ground motion from earthquakes. Crosses active faults. Low potential for liquefaction. 	<ul style="list-style-type: none"> High probable ground motion from earthquakes. Crosses active faults. Low potential for liquefaction. 	<ul style="list-style-type: none"> Medium probable ground motion from earthquakes. Medium to high liquefaction potential. No active fault crossings. 	<ul style="list-style-type: none"> Medium probable ground motion from earthquakes. Medium to high liquefaction potential. No active fault crossings.
	3	3	4	4

Evaluation Criteria	Sylmar		Burbank	
	Roxford Street	Metrolink Station	Burbank Airport	Burbank Metrolink/Media City
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>				
Hazardous Materials/Waste Constraints	<ul style="list-style-type: none"> There are no CERCLIS, SPL, or SCL sites near the station location. There may be some sites adjacent to the station due to the location of industrial uses nearby. 	<ul style="list-style-type: none"> There are no CERCLIS, SPL, or SCL sites near the station location. There may be some sites adjacent to the station due to the location of industrial uses nearby. 	<ul style="list-style-type: none"> There are 3 CERCLIS, SPL, or SCL sites near the station location. Due to the proposed station location's proximity to the Burbank-Glendale-Pasadena Airport and industrial uses, there may be other sites near the station location. 	<ul style="list-style-type: none"> There are 2 CERCLIS, SPL, or SCL sites near the station location. There may be some sites adjacent to the station due to the location of industrial uses nearby.
	4	4	4	4

1 2 3 4 5
Least Favorable Most Favorable